(7). Each of the tanks is connected to a fuel line (8) in which, between it and each tank, is located a two way valve (9). The fuel management system (10) coordinates the following fuel transfer operation during the GAG cycle.

IN THE CLAIMS

Please amend claims 1, 2 and 4-7 and add newly written claims 9 & 10 as follows.

Please substitute the following amended claims for corresponding claims previously presented. A copy of the amended claims showing current revisions is attached.

1. *(Amended)* A fuel transfer apparatus for an aircraft comprising:

at least two fuel tanks arranged in an inboard to outboard alignment, at least one tank being situated in a wing of the aircraft,

at least one pump for transferring fuel between the tanks, and

a fuel management system for controlling and monitoring the transfer of fuel between tanks, said system comprising:

means for receiving a first input signal that the aircraft has left the ground;

means for receiving a second input signal that the aircraft is approaching its destination,

means for initiating the transfer of the fuel from a relatively inboard tank location to a relatively outboard tank location in response to the first input signal, and

means for initiating the transfer of the fuel from a relatively outboard tank location to a relatively inboard tank location in response to the second input signal.

2. *(Amended)* A fuel transfer apparatus as claimed in claim 1 wherein the fuel management system is computerised and comprises a computer algorithm designed to respond to the various input signals and initiate the fuel transfer in the desired sequence.

4. *(Amended)* A fuel transfer apparatus as claimed in claim 1 wherein the fuel management system is programmed to respond to a first signal sent to the flight control system of the aircraft when the gear wheels have left the ground.

5. *(Amended)* A fuel transfer apparatus as claimed in claim 1 wherein the fuel management system is programmed to respond to a second input signal that the aircraft has descended to a certain altitude on its approach to land.

6. *(Amended)* A fuel transfer apparatus as claimed in claim 1 wherein said second input signal is relayed between the flight control program and the fuel management system when a certain point on a pre-programmed flight path has been reached.

7. *(Amended)* A fuel transfer apparatus as claimed in claim 1 wherein the fuel management system will have manual override facility to enable flight crew to adapt to unforeseen circumstances.

--9. *(New)* A method of fuel transfer for an aircraft including at least two fuel tanks arranged in an inboard to outboard alignment with respect to a centerline of the aircraft, at least one outboard tank being situated in a wing of the aircraft, at least one pump for transferring fuel between the tanks, and a fuel management system for

controlling and monitoring the transfer of fuel between tanks, said method comprising the steps of:

providing a first input signal, indicating that the aircraft has left the ground;

initiating the transfer of the fuel from a relatively inboard tank location to a relatively outboard tank location in response to the first input signal,

providing a second input signal that the aircraft is approaching a destination; and

initiating the transfer of the fuel from said at least one outboard tank to said inboard tank in response to the second input signal.

10. *(New)* A fuel transfer apparatus for an aircraft having at least one inboard fuel tank and at least one outboard fuel tank, said at least one outboard tank being situated in a wing of the aircraft, at least one pump for transferring fuel between the tanks, and a fuel management system for controlling and monitoring the transfer of fuel between tanks, said system comprising:

means for initiating the pump transfer of the fuel from said at least one inboard tank to said at least one outboard tank in response to a first input signal that the aircraft has left the ground; and

means for initiating the transfer of the fuel from said at least one outboard tank to said at least one inboard tank in response to a second input signal that said aircraft is approaching a destination.--